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MEXICO'S SHRIMP FISHERY.

By Primitive Methods 150 Tons Are Caught at Tampico Each Year.

At the village of Pueblo Viejo, situated by the laguna de Pueblo Viejo, about four miles from Tampico, is centered one of the oldest and most interesting of Mexican fishing industries. Here from March to December, the natives gather the camarones or shrimp, which abound in the brackish waters of the lake, and in a primitive manner cook, dry, and prepare them for market.

These famous fishing grounds comprise a group of beds of the narrow water passages of the laguna lying between the numerous small islands and adjacent to the village. They are directly under the Mexican federal authorities, and contain 92 pesqueros, or traplike inclosures, that are being operated. These inclosures are V shaped and constructed of bamboo poles, well driven in, and between which is interwoven a mat, composed of palm leaves, extending from the bottom to the surface of the water, and to within a few feet of the shore at either end.

The shrimp are caught in the traps at the out going tide, when it is but a simple matter of gathering with a dip net, and conveying them by dug out canoes to the village. On March 1 each year the names of all applicants for concessions are brought before the collector of the port of Tampico, who directs the lottery held at the customhouse for the purpose of designating the locations to be given out. As many numbers as there are applicants are made out and placed into a revolving receptacle, and the pesqueros allotted to the fishermen according to the different numbers, and the concession is good for one year, or until the next drawing takes place.

As quickly after gathering as practicable the shrimp are carried to the cooking sheds and placed, two bushels at a time, in a large copper kettle wherein, over a primitive Mexican oven, they are boiled in a solution composed of eight parts of water and six parts of salt for a period of 15 minutes.

After removal they are spread over a large cemented inclosure, exposed to the sun, and allowed to dry for half a day. The remaining water in the kettle is boiled away and the salt recovered for future use.

There are gathered and prepared for shipment 150 tons of shrimps annually, valued at about \$20,000, most of which are consumed in the home markets, although an effort is now being made to introduce them in the United States.—Consular Reports.

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MORE FINE STOCKS

Fresh Fish Fleet Benefitted by Good Fares and Prices.

Some of the fleet have been placing fine stocks to their credit the past few days, the fine prices paid and good fares secured combining to that end.

Sch. Thomas S. Gorton, Capt. William H. Thomas, stocked \$2345 on her quick haddock trip at Boston Thursday, the crew sharing \$62. On her last three trips, the Gorton has stocked \$5200.

Sch. Vanessa, Capt. Val O'Neil, which arrived at T wharf, Thursday, stocked \$1900 on her haddock trip.

Sch. Benjamin A. Smith, Capt. James Goodwin, stocked \$1900 as the result of her short haddock trip, landed here Thursday.

Sch. Fannie E. Prescott, Capt. Thomas Downey, stocked \$1180 on her haddock trip at Boston Wednesday and sch. Lillian, Capt. C. Clarence Malone, there the same day, stocked \$1100.

Sch. Conqueror, Capt. Robertson Giffin, which was also at Boston Thursday, stocked \$1800 on her large fare.

Schs. Lizzie M. Stanley and Robert and Arthur at Boston yesterday, will both make good stocks and sch. John Hays Hammond, here today with a big fare, will also get a fine return for her catch.

Sch. Senator, Capt. George Marr, stocked \$2473.98 as the result of her recent halibut trip, the crew sharing \$55.90.

Sch. Kineo, Capt. John G. Stream, stocked \$2200 as the result of her recent halibut trip, the crew sharing \$54.06.

Sch. Tacoma, Capt. Adelbert Nickerson, stocked \$3570 on her halibut trip of yesterday, the crew sharing \$84.60.

Sch. Preceptor, Capt. Fred Upshall which arrived today with a halibut fare, will make a fine stock and share.

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BOSTON FISH PRICES HIGH.

Scarcity of Fish and Holiday Caused Boom.

There were lively scenes in the Fishing Exchange at T wharf, Boston, yesterday morning, while the bidding was going on, as every one was anxious to get some of the fish, and the captains held off for the highest possible bid.

With a prospect of good business today, Monday being a holiday, and very little chance of much fish coming in the afternoon or this morning, the 150,000 pounds of ground fish brought to T wharf on the seven vessels that arrived since business closed Thursday were quickly disposed of.

The dealers, relying upon the weather reports brought by the captains of incoming fishermen and from shore places along the coast, can see very little prospect of many of the shore fishermen setting their trawls, or getting much fish even if they are venturesome enough to do so. They expect to have to fill most of their usual Monday orders today, and were anxious yesterday morning to get what fish they could in advance. For this reason prices went up to a high figure for Friday.

The captains of the four shore fishermen who were at the wharf had made only one set of their trawls, and had taken only a small quantity of fish, but the high prices they received made the risk the men had taken profitable.

Contrary to expectations, the shore market boats managed to get a set yesterday. Some of them got practically nothing, while others hauled back 5000 or 6000 pounds. All made short sets, so they must have struck quite a spot of fish. Some of the fleet which set had had one set the day before, so there were quite a number of nice trips at T wharf this morning.

The T wharf dealers did not look for the boats to set yesterday and paid fancy prices for the off shore fares in. This morning however, they found 19 of the market fleet waiting for them, with about 154,000 pounds of new fish waiting for them.

Despite the fact that it is Saturday and that Monday will be a holiday, they stood up in great shape and paid high prices, so high that some of the skippers rubbed their eyes and wondered if they had not mistaken Saturday for Monday or Tuesday. Haddock sold readily at \$4 and cod brought from \$3 to \$6, with from \$3 to \$5 for hake, \$3 for cusk and \$4 for pollock.

Schs. Manomet, Galatea, Ethel B. Penney, Warren M. Goodspeed, Dorothy, Seaconnet and Athena each have over 10,000 pounds and will make nice trips.

Most of the boats, which did not strike any fish yesterday put in here for harbor, so that the bulk of the market fleet is tied up here and at Boston today.

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Lost 23 Tubs of Trawl.

Sch. Raymah, Capt. Felix Hogan, which arrived at T wharf yesterday had hard luck this time out, as she lost 23 tubs of trawl. The gear had been set and it came on to blow so that the dories could not go after it, and when they did get on it two days after, not a hook was to be found.

Good Trip.

Sch. John Hays Hammond, Capt. Horace Wilde, arrived at this port this morning, having been gone only a week, with a fine fare of 70,000 pounds of fresh fish, mostly haddock. Capt. Wilde reports very heavy wind and rough sea off here last night.

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Mackerel Imports.

The imports of salt mackerel at Boston to date of the catch of 1908, are 40,706 barrels against 22,916 barrels of the catch of 1907, at this time last year.

Halibut Not Sold.

The halibut fare of sch. Preceptor was not sold this morning and will hold over to Monday, and perhaps Tuesday, before the vessel hauls in to take out.

Today's Arrivals.

Sch. Preceptor, the Gully, 30,000 lbs. halibut, 4000 lbs. salt cod.

Sch. John Hays Hammond, Le Have bank, 70,000 lbs. fresh fish.

Br. sch. Arginia, Connaigre Bay, N. F., (bound for Boston), 750 bbls. frozen herring, 35 bbls. salt herring.

Vessels Sailed.

Sch. Mooween, halibuting.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.

Bank halibut, 11 cts. per lb. for white and 9 cts. for gray.

Salt pollock, \$1; salt haddock, \$1; salt hake, \$1.

Splitting prices for fresh fish, Western cod, large \$1.65; medium, \$1.37-1-2; Eastern cod, large \$1.65; medium, \$1.37-1-2; cusk, \$1.60 for large, \$1 for medium and 50 cts. for snappers; haddock, 60 cts.; hake, 60 cts.; pollock, 60 cts.

Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50; mediums, \$2; snappers, \$1.

Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.

Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Boston Arrivals.

Sch. Little Fannie, 2000 haddock, 3500 cod.

Sch. Elva L. Spurling, 5000 cod.

Sch. Joseph H. Cromwell, 2000 haddock, 500 cod.

Sch. Galatea, 7000 haddock, 500 cod, 5000 hake.

Sch. Ethel B. Penney, 11,000 haddock, 1000 cod, 1000 hake.

Sch. Genesta, 7000 haddock, 200 cod, 200 hake.

Sch. Victor and Ethan, 4000 haddock, 1000 cod.

Sch. Mary Emerson, 3000 cod.

Sch. Minerva, 2000 haddock, 1000 cod.

Sch. Nettie, 2000 cod.

Sch. Warren M. Goodspeed, 7000 haddock, 3000 cod, 1000 hake, 2000 pollock.

Sch. Dorothy, 6000 haddock, 2000 cod, 2000 hake, 500 cusk, 500 pollock.

Sch. Yankee, 2500 haddock, 8000 cod, 3000 pollock.

Sch. Seaconnet, 12,000 haddock, 500 cod, 500 hake.

Sch. Mary B. Greer, 4000 haddock, 400 cod, 1000 hake.

Sch. Hortense, 4500 haddock, 2000 cod, 600 hake 1000 pollock.

Sch. Matiana, 4000 haddock, 3000 cod, 800 hake.

Sch. Athena, 5000 haddock, 2500 cod, 5000 hake.

Sch. Manomet, 5000 haddock, 2000 cod, 3000 hake.

Haddock, \$4.00 per cwt.; large cod \$5 to \$6; market cod, \$3 to \$3.50; hake, \$3 to \$5; pollock, \$4; cusk, \$3.

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NEAR COLLISION.

Sch. Mary T. Fallon Tore Mainsail of Sch. Matiana.

A close call from a bad collision and loss of life was reported by Capt. Chetwynd of the knockabout market fishing sch. Matiana, at T wharf, Boston, Saturday. Good seamanship carried her through safely, with a torn mainsail as the only damage.

The Matiana was about eight miles off Thatcher's island at 10 o'clock Thursday night, jogging about in a good wind, and the sch. Mary T. Fallon was jogging around in the same vicinity. The Matiana tacked to port, when it was apparently safe, and the man at the wheel was surprised to see the other schooner making straight for his vessel with every prospect of striking her amidships. He threw his wheel up hard, and veered his vessel off sufficiently to avoid a collision, but the bowsprit of the Fallon caught the mainsail of the Matiana, tearing it through so that it had to be reefed to be serviceable.

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STRAY MEN PASSED BY.

Two St. Pierre Fishermen Claim Steamer Refused Them Aid.

"Very seldom indeed is a report made by fishermen picked up in dories, astray from their vessels on the bank, that they have been passed by a steamship despite frantic efforts made to attract the attention of those on board of her, but unhappily such neglect is not altogether unknown, and it may be quite accidental inasmuch as the lookout is more honored in the breach than in the observance on board many an ocean tramp steamer where all the watch on deck with the exception of the wheelman are busy painting ship or something of the sort.

A few weeks back the tank steamer Oilfield, while crossing from Philadelphia, Pa., to Rouen, France, fell in with a dory belonging to a French schooner of St. Pierre, which contained two Breton fishermen who had been adrift for four days and nights of leaden-footed hours. Some time previous to the sighting of the drifting dory by the tanker, according to the report of the Frenchmen, a steamer passed quite close, and kept her course and speed, notwithstanding the shouts of the castaways to attract attention. This steamer was painted black, and had a black funnel with three horizontal red bands; so that it ought not to be difficult to specify her, and arrive at an explanation of the allegation that the officer on this steamer's bridge saw them, but did not take any action.

We prefer to believe that the fishermen in the dory were led into a serious error, owing to their natural excitement at a very critical moment, and the French authorities are probably wrong in attributing this exceptional circumstance to the "unheard of barbarity" of the officer in charge of the unknown steamer's bridge.—New York Shipping Illustrated.

NOW FISHING IN ALASKA.

Former Gloucester Fisherman Advises Brother to Come There.

Patrick Marr, a well known fisherman of this city, has received a letter recently from his brother, Capt. John Marr of Juneau, Alaska, who is well known here, having sailed skipper from this port and Boston for many years. He has been on the Pacific coast for some time and is now engaged in the fisheries in that far away country, and the past season, the letter says, he has been salmon fishing in a gasoline boat which he owns.

The boat carries a crew of three men. The fish taken are salted in tierces holding 800 pounds each, and for which they get about \$65 per tierce.

Capt. Marr writes that it is great sport catching these fish, which weigh from 20 to 60 pounds each.

When the season closed, he was going to Ketchikan, where the New England Fish Co. has established a large plant, and expected to engage in some other fishery there, it being a good locality, and having a fine cold storage ware house.

Capt. Marr wants his brother to come out there as the opportunity, he thought, was much better for fishing and making money than here. He wished to be remembered to his many friends here.

STEERING GEAR GAVE WAY.

Sch. Lucania Brought to Port with Tackles and Temporary Tiller.

Sch. Lucania, Capt. William Firth, arrived here Saturday evening, with her steering gear broken. She was worked to port with tackles and a temporary tiller fixed on the rudder head.

The vessel was fishing on Georges, in company with several others of the haddock fleet, and her dories were out hauling their trawls on the last set of the trip, when one of the two iron supports on the steering gear gave way, making a lame duck of her.

The craft had to be favored while the damage was being fixed temporarily, and in consequence some of her dories had a long row to catch up with her.

The riding sail replaced the mainsail, and the craft was eased along for home. She was doing fairly well through the storm, until the fierce squall, which ended the southeaster, at 5 o'clock Saturday morning, came with a rush. Then the strain was too much for the remaining support and it gave way.

Capt. Firth and his crew were equal to the emergency, however. They rigged two tackles, one to each quarter, then fitted a tiller to the rudder head, and in old fashioned coaster style, worked the craft comfortably to port, through all the heavy wind that followed.

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SALT BANK FLEET.

Skippers and Men Are Now Fitting Out Crafts.

The salt bank codfishing season opens this week. Several of the skippers and a goodly number of men for these vessels arrived here Sunday and the work of getting some of the crafts ready begins today.

The captains report a very rough trip over in the Yarmouth steamer, making at times only five miles an hour against the heavy seas and being five hours late on reaching Boston.

Other skippers and men for the salt bank fleet are expected next week and the first days of March will see about all the long trip chaps fitting.

Capt. Clayton Morrissey came last night. The big knockabout sch. Arcthusa which he commands has been on the ways and slicked up and also has her salt in, so she is all ready for the crew to begin fitting. She will probably be the first of the fleet away.

Capt. Fred Morrissey, who was in command of sch. Smuggler last season, also came yesterday. This year he will go master of sch. Hazel R. Hines and will fit out right away.

Capt. William Morrissey, who did so well in sch. Blanche last season, will go in sch. Theodore Roosevelt this season, from the same firm. He will be among the early ones.

Capt. Lovitt E. Hines, who owns schs. Hazel R. Hines and Mabel D. Hines, came over on a business trip and incidentally to see his crafts off. Capt. Stanley Hines who will command sch. Mabel D. Hines, will be here next week.

THE BEAM TRAWLER.

Clark's Harbor Coast Guard Discusses the Question of Law Enforcement.

In an editorial on the beam trawl and commenting on the fact that a few Provincial firms appear to think there is money in it for them, the Clark's Harbor Coast Guard says:

"A rumor goes that more of those deep-sea harrows, so to speak, will be owned and put in practice over here next season.

"Whether that method, as some assert, will clean up the bottom in a little while, or whether vessels employing the trawl will endanger the safety of the set-lines, if allowed a free hand, the main question with us turns on the bringing of crews across the water to share in the product of our fish grounds. It is true there is a decree against them operating the beam close inshore, but who is going to keep watch on them, when the protection cruisers are only paid to keep an eye on aliens?

But suppose the beam trawlers conscientiously keep their distance if they do anything at all it will be to diminish the catches for others, who would share more evenly, for be it remembered the trawler crews, all from the old country, are paid wages, which will never make them self-supporting on this side of the water. As in the days when the Jerseyman was supreme in our eastern all from the old country, are paid firms, while the hardy toilers would be heading for the poor house. It should not be permitted, it will never answer in a country like Canada.

"It comes out that the British government has exchanged notes with France, desiring the latter to join in putting a stop to beam trawling at sea, as well as on soundings, the probability being that the United States would need little urging to follow suit; but France does not appear to take the matter very seriously, and no doubt will be slow to move for discontinuance. Meanwhile Canada, having at least the partial power of treaty, and boasting of national acts, might confer with the United States, giving Prof. Bryce and Secretary Root something really worth while to fix up."

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Halibut Sale.

The halibut fare of sch. Preceptor which laid over from Saturday morning, sold to the American Halibut Co. and that of sch. Agnes to the New England Fish Co., each at 11 cents per pound for white and 9 cents for gray. The halibut price certainly holds up well.

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LIBERTIES INSTEAD OF RIGHTS.

Canada Insisted on Substituting Word in Fisheries Treaty.

If Ottawa reports are true, and they probably are, a great deal appeared to depend on which the words "rights" or "liberties," was used in certain portions of the Fisheries treaty, recently accepted and now ready for The Hague.

The dispatch says that in the negotiations the Americans sought to have the word "rights" used, but under Canadian pressure the word "liberties" was substituted.

The British case holds that Americans are subject to reasonable local

restrictions in exercising the "liberties." The American contention is against this, the latter maintaining that any restriction, must be concurred in by the United States.

Canada also contends that the three-mile limit does not enter bays of less than six miles in width. The Americans claim it follows the shore line.

There will be five members on the board of arbitration. Canada and Newfoundland have named Mr. Charles Fitzpatrick, chief justice of Canada. It is expected that the United States name a supreme court judge.

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Herring Notes.

The British sch. Arginia went to Boston yesterday afternoon with her cargo of Connaigre Bay, N. F., frozen herring.

The fare of frozen herring of sch. Patrician is being shipped to New York from this port by rail.

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Today's Receipts.

Sch. Agnes, Quero Bank, 11,000 lbs. halibut, 2000 lbs. salt cod.

Sch. Lucania, Georges, 53,000 lbs. fresh fish.

Sch. Thomas S. Gorton, via Bcs-ton.

Vessels Sailed.

Sch. Benjamin A. Smith, haddocking.

Sch. Mary Edith, haddocking.

Sch. Rose Standish, haddocking.

Sch. Thomas S. Gorton, haddocking.

Sch. Susan and Mary, haddocking.

Sch. Atalanta, halibuting.

Sch. Senator, halibuting.

Sch. Waldo L. Stream, halibuting.

Sch. Romance, haddocking.

Sch. Frances P. Mesquita, Boston.

Sch. Belbina, P. Domingoes, haddocking.

Sch. Emily Sears, haddocking.

Sch. Rita A. Viator, Boston.

Sch. Ida S. Brooks, Boston.

Sch. Emily Cooney, haddocking.

Sch. Maud F. Silva, haddocking.

Sch. Mary E. Cooney, haddocking.

Sch. Viking, haddocking.

Sch. Mattakesett, haddocking.

Sch. Hope, haddocking.

Sch. Stranger, Boston.

Sch. Juniata, haddocking.

Sch. Aspinet, Boston.

Sch. Flora J. Sears, Boston.

Sch. Edith Silveira, Boston.

Sch. Margaret Dillon, Boston.

Sch. Thomas J. Carroll, Boston.

Sch. Flavilla, haddocking.

Sch. Teresa and Alice, Boston.

Sch. Leo, Boston.

Sch. Manomet, haddocking.

Sch. Mary T. Fallon, Boston.

Sch. John Hays Hammond, haddocking.

Sch. Kineo, halibuting.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.

Bank halibut, 11 cts. per lb. for white and 9 cts. for gray.

Salt pollock, \$1; salt haddock, \$1; salt hake, \$1.

Splitting prices for fresh fish, Western cod, large \$1.65; medimus, \$1.37-1-2; Eastern cod, large \$1.65; medimus, \$1.37 1-2; cusk, \$1.60 for large, \$1 for medium and 50 cts. for snappers; haddock, 60 cts.; hake, 60 cts.; pollock, 60 cts.

Trawl bank cod, large, \$3.25; medimus, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50; mediums, \$2; snappers, \$1.

Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.

Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

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Fishing Fleet Movements.

Schs. Ella M. Goodwin and Mary E. Harty are on Burnham's railways.
Sch. Hazel R. Hines is on Parkhurst's railways.
Schs. Meteor and Bohemia are on the Rocky Neck railways.

Boston Arrivals.

Sch. Reliance, 5000 haddock, 1000 cod.
Sch. A. C. Newhall, 8000 cod.
Sch. Leo, 1000 haddock, 3000 cod, 1000 hake.
Sch. Ellen C. Burke, 50,000 haddock.
Sch. Nokomis, 3500 cod.
Sch. Belbina P. Domingoes, 3000 haddock, 2000 cod.
Sch. Olive F. Hutchins, 11,000 haddock, 2000 cod, 2000 hake.
Sch. Florida, 3000 haddock, 1000 cod.
Sch. Stranger, 5000 haddock, 2000 cod, 800 pollock.
Sch. Helen B. Thomas, 3500 haddock, 3500 cod, 5000 hake.
Sch. Evelyn L. Thompson, 12,000 haddock, 3000 cod, 9000 hake.
Sch. Slade Gorton, 45,000 haddock, 12,000 cod.
Sch. Edith Silveira, 5000 haddock, 1500 cod, 3000 cusk.
Sch. Buema, 4000 haddock, 1000 cod, 500 hake.
Sch. Aspinet, 10,000 haddock, 3000 cod, 4000 hake.
Sch. Flora J. Sears, 4000 haddock, 500 cod, 500 hake.
Sch. Rose Standish, 5000 haddock, 1000 cod.
Sch. Mary T. Fallon, 10,000 haddock, 6000 cod, 1000 hake.
Sch. Esther Gray, 2000 cod.
Sch. Rita A. Viator, 2500 haddock, 800 cod, 500 hake.
Sch. Thomas J. Carroll, 3000 haddock, 3000 cod, 2000 pollock.
Sch. Rebecca, 6000 haddock, 1500 cod, 500 hake.
Sch. Francis J. O'Hara, Jr., 65,000 haddock, 17,000 cod.
Sch. Catherine G. Burke, 40,000 haddock, 12,000 cod.
Sch. Ida S. Brooks, 4500 haddock, 1000 cod.
Sch. John J. Fallon, 45,000 haddock, 12,000 cod.
Sch. Catherine D. Enos, 4500 haddock, 5000 cod.
Sch. Margaret Dillon, 9000 haddock, 6000 cod, 2000 hake.
Sch. Mettacomet, 12,000 cod.
Sch. Elizabeth W. Numan, 15,000 haddock, 500 cod, 1000 hake.
Sch. Terra Nova, 50,000 haddock, 12,000 cod.
Sch. Thomas Brundage, 8000 haddock, 1200 cod, 1200 hake.
Sch. Mabel Bryson.
Sch. Priscilla, 6000 cod.
Sch. Tecumseh, 4000 cod.
Sch. Josie and Phebe, 5000 haddock, 10,000 cod, 30,000 hake.
Sch. Catherine and Ellen, 50,000 haddock, 10,000 cod, 10,000 cusk, 8000 pollock, 1000 halibut.
Sch. Yankee, 2500 haddock, 2000 cod.
Sch. Walter P. Goulart, 4000 haddock, 1500 cod, 1000 hake.
Sch. Teresa and Alice, 3500 haddock, 3000 cod.
Steamer Bessie M. Dugan, 5000 haddock, 1000 cod.
Sch. Manhasset, 60,000 haddock, 10,000 cod.
Sch. Liberty, 1000 cod.
Br. sch. Argonia, frozen herring.
Haddock, \$2 to \$3.50 per cwt.; large cod, \$5 to \$5.50; market cod, \$2.75 to \$4; hake, \$2.50 to \$5; pollock, \$3.50; cusk, \$2.

Portland Arrivals.

The following fishing vessels were at Portland Friday:
Sch. Richard Numan, 13,000 pounds fresh fish.
Sch. Ella M. Doughty, 1200 pounds fresh fish.
Sch. George H. Lubee, 9000 pounds fresh fish.
Sch. Fannie Reed, 2500 pounds fresh fish.
Sch. Lochinvar, 9000 pounds of fresh fish.
Sch. Mary E. Sinnett, 2800 pounds fresh fish.
Sch. Angie B. Watson, 6000 pounds fresh fish.
Sloop Nellie Wotton, 1000 pounds fresh fish.
Sloop Crusader, 1000 pounds fresh fish.
Sloop Minerva, 2000 pounds fresh fish.
Sch. Bernie and Bessie.
Sch. Fanny Hayden.

FISHERIES TREATY WHICH GOES TO THE HAGUE**FISHERIES TREATY WHICH GOES TO THE HAGUE.****Full Text of Agreement****Between This Country****and Great Britain on****This Important Question, of Much Interest to****Our Readers.**

Since the special agreement between this country and Great Britain for the submission to The Hague of questions relating to the fisheries on the North Atlantic coast has been ratified on both sides of the ocean, several articles have appeared which briefly gave an outline of what the document contained. From the reading of these it was not easy for a person well acquainted with the matters and questions involved to learn anything of what had really been done, much less the general public.

From a casual reading of them, indeed from a careful review of them it would seem, to the keen observer that the United States had "laid down," and that Newfoundland and Canada had all the best of the diplomatic battle which ended with the signing of the document. Even the Canadian papers, some of them, spoke in that tone when publishing what purported to be a review of the document.

Legal documents of international importance, on grave matters such as the ones recently agreed upon for The Hague settlement, cannot be adequately or clearly placed before the public in any brief outline or in any scant review of points, more especially in a case like this one, where each side enters its contentions on each point involved.

Realizing the importance of the matter to this country and especially to the fishing interest, and Gloucester in particular, the Times has secured for its readers, and prints below, the document complete in all its details.

The argument reads as follows:

SPECIAL AGREEMENT.

For the submission of question relating to fisheries on the North Atlantic Coast under the general treaty of arbitration concluded between the United States and Great Britain on the fourth day of April, 1908.

Article One.

Whereas, by article one of the convention signed at London on the 20th day of October, 1818, between the United States and Great Britain, it was agreed as follows:

"Whereas differences have arisen respecting the liberty claimed by the United States for the inhabitants thereof, to take, dry and cure fish on certain coasts, bays, harbors and creeks of His Britannic Majesty's Dominions in America, it is agreed between the high contracting parties, that the inhabitants of the said United States shall have forever, in common with the subjects of His Britannic Majesty, the liberty to take fish of every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the western and northern coast of Newfoundland, from the said Cape Ray to the Quirpon Islands on the shores of the Magdalen Islands, and also on the coasts, bays, harbor and creeks from Mount Joly on the southern coast of Labrador, to and through the Straits of Belle Isle and thence northwardly indefinitely along the coast, without prejudice however, to any of the exclusive rights of the Hudson Bay Company; and that the American fishermen shall also have liberty forever, to dry and cure fish in any of the unsettled bays, harbors and creeks of the southern part of the coast of Newfoundland hereabove described, and of the coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement for such purpose with the inhabitants, proprietors, or possessors of the ground.—And the United States hereby renounce forever, any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry, or cure fish on, or within three marine miles of any of the coasts, bays, creeks or harbors of His Britannic Majesty's dominions in America not included within the above mentioned limits; provided, however, that the American fishermen shall be admitted to enter such bays or harbors for the purpose of shelter and of repairing damages there-

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in, of purchasing wood, and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein, or in any other manner whatever abusing the privileges hereby reserved to them.

And, whereas, differences have arisen as to the scope and meaning of the said article, and of the liberties therein referred to, and otherwise in respect of the rights and liberties which the inhabitants of the United States have or claim to have in the waters or on the shores therein referred to:

It is agreed that the

Following Questions Shall Be Submitted for Decision

to a tribunal of arbitration constituted as hereinafter provided:

Question One. To what extent are the following contentions or either of them justified?

It is contended on the part of Great Britain that the exercise of the liberty to take fish referred to in the said article, which the inhabitants of the United States have forever in common with the subjects of His Britannic Majesty, is subject, without the consent of the United States, to reasonable regulation by Great Britain, Canada or Newfoundland in the form of municipal laws, ordinances or rules, as, for example, to regulations in respect of (1) the hours, days, or seasons when fish may be taken on the treaty coasts; (2) the method, means, and implements to be used in the taking of fish or in the carrying on of fishing operations on such coasts; (3) any other matters of a similar character relating to fishing; such regulations being reasonable, as being, for instance—

(a) Appropriate or necessary for the protection and preservation of such fisheries and the exercise of the rights of British subjects therein and of the liberty which by the said article one the inhabitants of the United States have therein in common with British subjects;

(b) Desirable on grounds of public order and morals;

(c) Equitable and fair as between local fishermen and the inhabitants of the United States exercising the said treaty liberty and not so framed as to give unfairly an advantage to the former over the latter class.

It is contended on the part of the United States that the exercise of such liberty is not subject to limitations or restraints by Great Britain, Canada or Newfoundland in the form of municipal laws, ordinances, or regulations in respect of (1) the hours, days or seasons when the inhabitants of the United States may take fish on the treaty coasts, or (2) the method, means, and implements used by them in taking fish or in carrying on fishing operations on such coasts, or (3) any other limitations or restraints of similar character—

(a) Unless they are appropriate and necessary for the protection and preservation of the common rights in such fisheries and the exercise thereof; and

(b) Unless they are reasonable in themselves and fair as between local fishermen and fishermen coming from the United States, and not so framed as to give an advantage to the former over the latter class; and

(c) Unless their appropriateness, necessity, reasonableness, and fairness be determined by the United States and Great Britain by common accord and the United States concurs in their enforcement.

Question Two. Have the inhabitants of the United States, while exercising the liberties referred to in said article, a right to

Employ as Members of the Fishing**Crews of Their Vessels**

persons not inhabitants of the United States?

Question Three. Can the exercise by the inhabitants of the United States of the liberties referred to in the said article be subjected, without the consent of the United States, to the requirements of entry or report at custom houses, or the payment of light or harbor or other dues, or to any other similar requirement or condition or exaction?

Question Four. Under the provision of the said article that the American fishermen shall be admitted to enter certain bays or harbors for shelter, repairs, wood or water, and for no other purpose whatever, but that they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein or in any other manner whatever abusing the privileges thereby reserved to them, is it permissible to impose restrictions making the exercise of such privileges conditional upon the payment of light or harbor or other dues, or entering or reporting at custom houses or any similar conditions?

TREATY SERIES, No. 498

TREATY

BETWEEN THE

UNITED STATES AND GREAT BRITAIN

FISHERIES IN UNITED STATES AND CANADA WATERS

SIGNED AT WASHINGTON, APRIL 11, 1908

RATIFICATION ADVISED BY THE SENATE, APRIL 17, 1908

RATIFIED BY THE PRESIDENT, MAY 11, 1908

RATIFIED BY GREAT BRITAIN, MAY 12, 1908

RATIFICATIONS EXCHANGED AT WASHINGTON, JUNE 4, 1908

PROCLAIMED, JULY 1, 1908

WASHINGTON

GOVERNMENT PRINTING OFFICE

1908

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas a Convention between the United States of America and the United Kingdom of Great Britain and Ireland, providing for the adoption of uniform and effective measures for the protection, preservation, and propagation of the food fishes in the waters contiguous to the United States and the Dominion of Canada, was concluded by their respective Plenipotentiaries at Washington, on the eleventh day of April, one thousand nine hundred and eight, the origin of which Convention is word for word as follows:

The United States of America and His Majesty Edward the Seventh, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, and Emperor of India, equally recognizing the desirability of uniform and effective measures for the protection, preservation, and propagation of the food fishes in the waters contiguous to the United States and the Dominion of Canada, have resolved to conclude a Convention for these purposes, and have named as their Plenipotentiaries:

The President of the United States of America, Elihu Root, Secretary of State of the United States; and

His Britannic Majesty, the Right Honorable James Bryce, O. M., His Majesty's Ambassador Extraordinary and Plenipotentiary at Washington:

Who, having exchanged their full powers, found in due form, have agreed to and signed the following articles:

ARTICLE I.

The times, seasons, and methods of fishing in the waters contiguous to the United States and Canada as specified in Article IV of this Convention, and the nets, engines, gear, apparatus, and appliances which may be used therein, shall be fixed and determined by uniform and common international regulations, restrictions, and provisions; and to that end the High Contracting Parties agree to appoint, within three months after this Convention is proclaimed, a Commission to be known as the International Fisheries Commission, consisting of one person named by each Government.

ARTICLE II.

It shall be the duty of this International Fisheries Commission, within six months after being named, to prepare a system of uniform and common International Regulations for the protection and preservation of the food fishes in each of the waters prescribed in Article IV of this Convention, which Regulations shall embrace close seasons, limitations as to the character, size, and manner of use of nets, engines,

gear, apparatus, and other appliances; a uniform system of registry by each Government in waters where required for the more convenient regulation of commercial fishing by its own citizens or subjects within its own territorial waters or any part of such waters; an arrangement for concurrent measures for the propagation of fish; and such other provisions and measures as the Commission shall deem necessary.

ARTICLE III.

The two Governments engage to put into operation and to enforce by legislation and executive action, with as little delay as possible, the Regulations, restrictions, and provisions with appropriate penalties for all breaches thereof; and the date when they shall be put into operation shall be fixed by the concurrent proclamations of the President of the United States and the Governor-General of the Dominion of Canada in Council.

And it is further agreed that jurisdiction shall be exercised by either Government, as well over citizens or subjects of either party apprehended for violation of the Regulations in any of its own waters to which said Regulations apply, as over its own citizens or subjects found within its own jurisdiction who shall have violated said Regulations within the waters of the other party.

ARTICLE IV.

It is agreed that the waters within which the aforementioned Regulations are to be applied shall be as follows: (1) The territorial waters of Passamaquoddy Bay; (2) the St. John and St. Croix Rivers; (3) Lake Memphremagog; (4) Lake Champlain; (5) the St. Lawrence River, where the said River constitutes the International Boundary; (6) Lake Ontario; (7) the Niagara River; (8) Lake Erie; (9) the waters connecting Lake Erie and Lake Huron, including Lake St. Clair; (10) Lake Huron, excluding Georgian Bay but including North Channel; (11) St. Mary's River and Lake Superior; (12) Rainy River and Rainy Lake; (13) Lake of the Woods; (14) the Strait of San Juan de Fuca, those parts of Washington Sound, the Gulf of Georgia and Puget Sound lying between the parallels of $48^{\circ} 10'$ and $49^{\circ} 20'$; (15) and such other contiguous waters as may be recommended by the International Fisheries Commission and approved by the two Governments. It is agreed on the part of Great Britain that the Canadian Government will protect by adequate regulations the food fishes frequenting the Fraser River.

The two Governments engage to have prepared as soon as practicable charts of the waters described in this Article, with the International Boundary Line indicated thereon; and to establish such additional boundary monuments, buoys, and marks as may be recommended by the Commission.

ARTICLE V.

The International Fisheries Commission shall continue in existence so long as this Convention shall be in force, and each Government shall have the power to fill, and shall fill from time to time, any vacancy which may occur in its representation on the Commission.

Each Government shall pay its own Commissioner, and any joint expenses shall be paid by the two Governments in equal moieties.

ARTICLE VI.

The Regulations, restrictions, and provisions provided for in this Convention shall remain in force for a period of four years from the date of their executive promulgation, and thereafter until one year from the date when either the Government of the United States or of Great Britain shall give notice to the other of its desire for their revision; and immediately upon such notice being given the Commission shall proceed to make a revision thereof, which Revised Regulations, if adopted and promulgated by the President of the United States and the Governor-General of Canada in Council, shall remain in force for another period of four years and thereafter until one year from the date when a further notice of revision is given as above provided in this Article. It shall, however, be in the power of the two Governments, by joint or concurrent action upon the recommendation of the Commission, to make modifications at any time in the Regulations.

ARTICLE VII.

The present Convention shall be duly ratified by the President of the United States, by and with the advice and consent of the Senate thereof, and by His Britannic Majesty, and the ratifications shall be exchanged in Washington as soon as practicable.

In faith whereof, the respective Plenipotentiaries have signed the present Convention in duplicate, and have thereunto affixed their seals.

Done at Washington the 11th day of April, in the year of our Lord one thousand nine hundred and eight.

ELIHU ROOT [SEAL.]
JAMES BRYCE [SEAL.]

And whereas the said Convention has been duly ratified on both parts, and the ratifications of the two governments were exchanged in the City of Washington, on the fourth day of June, one thousand nine hundred and eight:

Now, therefore, be it known that I, Theodore Roosevelt, President of the United States of America, have caused the said Convention to be made public, to the end that the same and every article and clause thereof may be observed and fulfilled with good faith by the United States and the citizens thereof.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this first day of July, in the year of our Lord one thousand nine hundred and eight,
[SEAL.] and of the Independence of the United States of America, the one hundred and thirty-second.

THEODORE ROOSEVELT

By the President:

ALVEY A. ADEE

Acting Secretary of State.